



# AV News Update

Specially prepared for FAAS Team Members by FAA Aviation News

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## FAA ISSUES NOTIFICATION OF NEW POLICY REGARDING 51% RULE

On July 15, 2008, the Federal Aviation Administration (FAA) issued a Notification of Policy Revisions and Request for Comments regarding the certification of amateur-built aircraft. This action stems from the report issued by the Amateur-Built Aviation Rulemaking Committee, which was published on February 15, 2008.

FAA is proposing that an amateur builder must fabricate a minimum of 20% of the aircraft and assemble a minimum of 20% of the aircraft. The amateur builder must still complete the major portion (more than 50%) of the fabrication and assembly, but this new policy sets minimums in terms of fabrication and assembly.

For instructions to provide comments and to view the notice visit: <http://edocket.access.gpo.gov/2008/pdf/E8-16093.pdf>

## NEW RULE REDUCES RISK OF FUEL TANK FLAMMABILITY ON PASSENGER JETS

Within two years, all new aircraft must include technology designed to significantly reduce the risk of center fuel tank fires as part of a final rule announced on July 16, 2008, by U.S. Department of Transportation Secretary Mary E. Peters. In addition, passenger aircraft built after 1991 must be retrofitted with technology designed to keep center fuel tanks from catching fire.

Secretary Peters noted that, in the wake of the TWA crash, researchers with the Federal Aviation Administration developed a breakthrough system that replaces oxygen in the fuel tank with inert gas. This effectively prevents the potential ignition of flammable vapors. She added that commercial aircraft manufacturer Boeing also has developed a similar system.

The rule can be found at: [http://federalregister.gov/OFRUpload/OFRData/2008-16084\\_PI.pdf](http://federalregister.gov/OFRUpload/OFRData/2008-16084_PI.pdf)

## FAA EXPANDS RUNWAY STATUS LIGHTS NATIONWIDE

Acting Federal Aviation Administration (FAA) Administrator Robert Sturgell announced new initiatives designed to improve runway safety at busy U.S. airports. Initiatives include the installation of Runway Status Lights at major airports across the country. The agency expects to award a contract this fall to install the system at 20 additional airports over the next three years.

The lights warn pilots when it is unsafe to cross or enter a runway and are currently being tested at Dallas Ft. Worth and San Diego International Airports.

Runway status lights will be deployed at: Atlanta, Baltimore Washington International, Boston, Charlotte, Dallas-Ft. Worth, Denver, Detroit, Dulles, Ft. Lauderdale, Houston Intercontinental, John F. Kennedy, LaGuardia, Las Vegas, Los Angeles, Minneapolis, Newark, O'Hare, Orlando, Philadelphia, Phoenix, San Diego, and Seattle airports.

Sturgell also announced that the FAA will provide up to \$5 million to test in-cockpit displays that increase runway safety. The funding will cover technology that includes either an aural runway alerting system that lets pilots know where they are on the runways they are entering, crossing, or departing; or an electronic flight bag, which is an electronic display system that gives pilots information about a variety of aviation data. Most electronic flight bags incorporate a feature called airport moving map that shows aircraft positions on the airfield.

In return for the funding, aircraft owners are expected to equip their aircraft to participate in a test bed program that will evaluate operational and safety data. The in-cockpit displays have the potential to help reduce pilot errors, which are now the cause of most runway incursions.

For more information: [http://www.faa.gov/news/factsheets/news\\_story.cfm?newsId=10253](http://www.faa.gov/news/factsheets/news_story.cfm?newsId=10253)

## FAA ISSUES AD ON CIRRUS SR-20 AND SR-22

FAA is adopting a new Airworthiness Directive (AD) for certain Cirrus Design Corporation (CDC) Models SR20 and SR22 airplanes. This AD requires you to replace the cabin door rod ends with new parts including a redesigned non-binding hinge pin that replaces the existing pin at the upper door hinge. The AD results from two known occurrences of in-flight cabin door separation (one total separation and one retained by the door strut). The rod ends, a component of the door hinges, may fail and result in a door separation from the airplane while in flight. FAA is issuing this AD to prevent in-flight failure of the cabin door, which could result in door separation from the airplane.

The AD becomes effective on August 14, 2008. To view the AD in full, visit: [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/0/DDEEEEC85C93EEEE862574820052610D?OpenDocument](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/0/DDEEEEC85C93EEEE862574820052610D?OpenDocument)

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